

history, and many groups continue to face these attitudes today. I chose to focus on Chinese-Americans today only because the survey so surprised and concerned me.

Chinese immigrants began entering the country in large numbers in the 1850's. They were initially welcomed in the tight labor market of the rapidly expanding West. In fact, American industry brought many of the immigrants from China as contract laborers. Some of these immigrants toiled in gold mines and on the transcontinental railroad. Others worked in vegetable and fruit farms in California or on sugar plantations in Hawaii. Still others opened grocery stores, laundries, and other businesses.

But as labor became more plentiful and the gold rush petered out, public sentiment toward these new Americans turned. A campaign to drive the Chinese out of the country was fueled by racist slogans and developed, at times, into all-out hysteria. Discriminatory laws and boycotts against Chinese labor resulted, along with lynchings and beatings. In 1882, the federal government put an official stamp on this racism by passing the Chinese Exclusion Act, which made it illegal for Chinese people to emigrate to this country. This unprecedented and embarrassing law stayed on the books until 1943.

Another indignity that immigrants faced was the system of "anti-miscegenation" laws against intermarriage. In 1880, California passed a statute forbidding marriage of a white person to a "Negro, Mulatto, or Mongolian." The federal government passed the Cable Act in 1922, revoking the citizenship of any American woman who married an Asian man. It wasn't until 1967 that the Supreme Court struck down these laws.

I am sorry to report that my own state of Montana was not immune to anti-immigrant action. Census data show that in 1870, the Chinese accounted for the largest foreign-born population in the state—larger even than the Irish. Chinese workers made a particularly significant contribution to the mining town of Butte, but by the 1880's they faced discrimination and hate attacks. Ads in newspapers appeared with the slogan "Chinese need not apply." Anti-peddling ordinances were enacted against Chinese grocers. In fact, the town's fourth mayor rode to victory on the slogan "The Chinese must go."

There is no single description of a Chinese-American. Some Chinese-Americans were already wealthy and well-educated when they arrived here. Others arrived in penury and followed the American path to education and success. Some Chinese-Americans continue to celebrate their Chinese origin. Others deny, or have forgotten completely, the cultural heritage of their ancestors. Yet all are Americans.

Cruz Reynoso, the first Mexican-American to serve on California's Supreme Court, put it this way:

Americans are not now, and never have been, one people linguistically or ethnically. America is a political union—not a cultural, linguistic, religious, or racial union. It is acceptance of our constitutional ideals of democracy, equality, and freedom which acts as a unifier for us as Americans.

Political scientist Carl Friedrich made a similar point when he wrote in 1935: "To be an American is an ideal, while to be a Frenchman is a fact." An individual is an American if he or she embraces the founding political ideals of our Nation.

It is the responsibility of all of us, as the elected representatives of the American people, to combat racism in our society, to raise awareness of how racism damages our nation and our society, to point to the ideals that bind us together as citizens of this great nation. Thank you.

SUPPORT FOR THE U.S. COAST GUARD

Mr. DEWINE. Mr. President, I rise today to thank the chairman and ranking member of the Appropriations Committee, Senators BYRD and STEVENS, for working with me and so many others in support of the \$92 million for the U.S. Coast Guard. This funding was included in the 2001 Emergency Supplemental Appropriations bill we recently passed.

The Coast Guard needs this assistance to meet basic operational expenses and fund unexpected fiscal year 2001 budget requirements. We must support the critical services that the Coast Guard performs across the country. By passing this bill, we have demonstrated our strong support for its missions and will help it stay in the business of saving lives.

Known as "the rescue expert," our Coast Guard responds to 40,000 search and rescue cases each year, saving 3,800 lives. And, though it is the rescue and response missions that get the headlines, the Coast Guard also is very dedicated to preventing emergencies. The Coast Guard inspects all commercial ships—including cargo ships, tankers, and cruise ships.

There are many other ways that the Coast Guard protects our citizens. One major component of Coast Guard operations is drug interdiction. Last year, the Coast Guard seized more than 66 tons of cocaine, with a street value of \$4 billion—that's more than the total operating cost of the entire Coast Guard.

Perhaps one of the Coast Guard's toughest jobs is the day to day enforcement of U.S. immigration law. Coast Guard men and women are challenged daily to carry out their responsibilities with due regard for the law, human dignity, and above all, the safety of human life. It is a tough job, and each case is unique. But day in and day out, the Coast Guard continues to carry out its duties with professionalism and a never-ending commitment to those it serves.

These are just some of the vital missions the Coast Guard conducts. But the Coast Guard is reaching the point where it is stretched so thin and the condition of its equipment is so poor that I fear it will no longer be able to sustain daily operations.

When compared to 41 other maritime agencies around the world, the ships that make up our Coast Guard fleet of cutters are the 38th oldest. Because the fleet is so old, the Coast Guard has had to spend twice as much money to fix equipment and hull problems. This is a very serious problem, Mr. President. It is a problem that does not result from mismanagement, but rather, it is a problem that has resulted from a continual lack of adequate funding for our Coast Guard.

We need to provide the Coast Guard with the resources necessary so the American people can have the services that they require and deserve. The funding included in the 2001 Emergency Supplemental Appropriations bill certainly will help keep our Coast Guard afloat. And, we must remain committed to ensuring that our Coast Guard has adequate resources not just now, but well into the future.

I look forward to continuing to work with my colleagues on this vital issue.

LOCAL LAW ENFORCEMENT ACT OF 2001

Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of this year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred March 13, 1998 in San Francisco, California. A gay man, Brian Wilmes, 45, was beaten to death allegedly by another man who yelled anti-gay epithets and then fled with a woman. Edgar Mora, 25, was charged with murder.

I believe that government's first duty is to defend its citizens, to defend them against the harms that come out of hate. The Local Law Enforcement Enhancement Act of 2001 is now a symbol that can become substance. I believe that by passing this legislation, we can change hearts and minds as well.

RURAL TRANSPORTATION

Mrs. CARNAHAN. Mr. President, I rise today to acknowledge a group of courageous young men and women from Canton, MO. They are visiting the Nation's capital this week.

The group's journey began more than a year ago on a two-lane road in northeast Missouri. Seventeen-year-old Kristin Hendrickson was killed on Highway 61 when her car struck another vehicle head on. A four-lane road with a divider might have saved her life.

Kristin was just a few months away from graduation at Canton R-5 High